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Baird Alaska of San Francisco.

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(See notes p. 56 May 156-50 1890



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Thursday Dec 4th 1890

Took our departure from San Francisco at 12 O. Clock heaving Anchor at the same time, also Tug Boat, taking us, and letting of us at 3 P. M. also setting sail at the same. Ship under easy sail wind from North West steering S. S. W. blowing strong
So ends this day

Friday Dec 5th 1890

This day commenced with clear weather and moderate winds from North West steering S. S. W. Ship under all sail. Later part wind and weather the same, S. E. by S. Watch employed putting Anchors on the bow and stowing down cables and rigging boats. So ends this day.
Lat. $35^{\circ} 30'$ North.
Long. .. $124^{\circ} 30'$ West.

Saturday Dec 6th 1890

This day commenced with cloudy weather and moderate winds from North West steering S. E. by S. Ship under all sail, Later part the same. Watch employed rigging boats and repairing Trawl Royal and bending it.
So ends this day

Sunday Dec 7th

1890

This day commenced with clear weather and moderate winds from North West steering S E, by S. Later part squally weather and strong winds taking in light sails at 4 P.M. So ends this day.

Lat 31°-00

Long . . 121°-17"

Monday Dec 8th

1890

This day commenced with clear weather, and moderate winds from North East steering S E, by S, ship under all sail. Later part the same. Watch employed breaking out and stowing down main and trizzen hatch, Sail maker repairing trizzen topmast staysail. So ends this day.

Lat 28°-00'

Long 121-35'

Sunday Dec 9th

1890

This day commenced with cloudy weather and moderate winds from North East steering S E, by S ship under all sail. Later part clear weather and light winds from S, S W ship heading S E. Watch employed reefing off trizzen overhauling footropes and repairing sails. So ends this day.

Lat 25°-25'

Long 121°-01'

Wednesday Dec 11th

1890

This day commenced with clear weather and light winds from South West Steaming South East, ship under all sail, Later part the same. Watch employed overhauling foot ropes and repairing sail. Carpenter and Cooper repairing boat. So ends this day
Lat. $23^{\circ} 57'$
Long $119^{\circ} 37'$

Thursday Dec 11th

This day commenced with clear weather and light winds from E. N. E., steering South East ship under all sail. Later part, Cloudy weather and strong winds at 2 P. M. taking in the light sail, Watch employed repairing sail and bending them also overhauling foot ropes, Carpenter and Cooper repairing boat So ends this day
Lat. $22^{\circ} 53'$
Long. $119^{\circ} 40'$

Friday Dec 12th

1890

This day commenced with clear weather and moderate winds from Eastward ship heading S. S. E., ship under all sail. Later part varied from North East steering South East. Watch employed overhauling foot rope, repairing and bending sail. Carpenter and Cooper repairing boat. So ends this day.

Lat $20^{\circ}-00'$ Long $117^{\circ}-16'$ Saturday Dec 13th

This day commenced with clear weather and moderate wind from North East by East, steering South-East & East, ship under all sail. Watch employed overhauling foot rope, repairing and bending sail. Carpenter and Cooper repairing boat. Later part wind and weather the same. So ends this day.

Lat $17^{\circ}-57'$ Long $115^{\circ}-49'$ Sunday Dec 14th

This day commenced with clear weather and moderate winds from North East steering South East & East, ship under all sail. Later part the same. So ends this day.

Lat $16^{\circ}-00'$ Long $113^{\circ}-32'$

Monday Dec 15th

1890

This day commenced with clear weather, and moderate winds from East, steering South-South East, ship under all sail. Watch employed taking in the waist boat, sending down, and repairing foretopgallant sail, and setting up riggers, Carpenter and Cooper repairing boat, Later part the same. So ends this day.

Lat $13^{\circ}-53'$ Long $112^{\circ}-34'$ Tuesday Dec 16th.

This day commenced with clear weather and moderate winds from East, steering South, South East, ship under all sail. Watch employed putting the waist boat on the cranes, repairing sails and breaking out head and water. Carpenter and Cooper repairing boat, Later part the same. So ends this day.

Lat $11-25'$

Wednesday Dec 17th. 1890

This day commenced with clear weather and strong winds from South East, ship heading South East by South on Port tack under easy sail. Watch employed over hauling blocks and repairing sail. Later part moderate winds from same direction, setting the light sail at 2 P.M. So ends this day.

Lat $9^{\circ}48'$

Long $110^{\circ}44'$

Thursday Dec 18th

This day commenced with clear weather and strong winds from East, ship heading South East by South on Port tack, ship under easy sail. Watch employed over hauling blocks repairing flying jib Binnacle, and waving off flying jib sheets. Later part rain and squally weather. So ends this day.

Lat $7^{\circ}22'$

Long $110^{\circ}13'$

Friday Dec 14th

1890

This day commenced with windy and squally weather and variable winds changing from East to South ship on Port tack. Watch employed in ship's duty. Later part weather the same wind from North East steaming South East at 3-30 P.M. setting light sail taking in again at 6 P.M. So ends this day.

Saturday Dec 15th

This day commenced with rainy and squally weather and strong winds from North East steaming South East, ship under easy sail. Watch employed breaking out between deck and stowing back again. Later part light winds and clear weather at 4-30 P.M. setting light sail ship heading South West by South on Port tack. So ends this day.

Lat $5^{\circ} 00'$

Long $109^{\circ} 43'$

Sunday Dec 16th

This day commenced with clear weather and moderate winds from South-South East ship heading South West on Port tack, under all sail. So ends this day.

Lat $3^{\circ} 23'$

Long $111^{\circ} 50'$

Monday Dec 22nd 1890

This day commenced with clear weather and moderate winds, from South South East, ship heading South West on Port tack, under all sail. Later part wind from South East, ship heading South South West on Port tack. Watch employed breaking out Port side between deck and stowing again. Carpenter and Cooper employed making a lumber rack between deck for lumber. Sail maker making a cover for after house. So ends this day.
Lat $1^{\circ} 43'$
Long $113^{\circ} 43'$

Tuesday Dec 23rd

This day commenced with clear weather and moderate wind from South East, ship heading South South West on Port tack, under all sail. Later part the same. Watch employed, taking in the Starboard boat overhauling blocks and pulling down the rigging. Carpenter and Cooper repairing boat. Blacksmith putting up his forge. Sailmaker making cover for after house.

So ends this day
Lat $00^{\circ} 30'$ South
Long $114^{\circ} 47'$

Wednesday Dec 24th

1890

This day commenced with clear weather and moderate winds from South-East, ship heading South South West, on Port tack, Later part the same. Watch employed overhauling blocks taking in Hyling jib and repairing it, and putting the Starboard boat out on the cranes. Carpenter and Cooper repairing boat. So end this day.

Lat. $3^{\circ}-08'$ Long $116^{\circ}-12'$ Thursday Dec 25th

This day commenced with clear weather and moderate winds, from South, South West ship heading on Port tack, wind from South East, under all sail. Later part wind from East by South, ship heading North East by North on Starboard tack. Watch employed ships duty. So ends this day.

Lat $5^{\circ}-35'$ Long $117^{\circ}-12'$ Friday Dec 26th

This day commenced with clear weather and moderate winds from East by North, ship heading South South East on Port under all sail. Later part wind the same ship heading North by East. Watch employed taking in the starboard boat and sending down upper top sail and repairing it and overhauling blocks, Carpenter and Cooper repairing boat. So ends this day.

Lat $5^{\circ}-16'$ Long $116^{\circ}-32'$

Saturday Dec 27th

1890

This day commenced with clear weather and moderate winds from East, ship heading North North East, on Starboard Tack, under all sail. Later part, wind from South East by East, ship heading North East by East on Starboard Tack. Hatch employed bending left sail and sending down Gaff topsail and repairing it, and putting it up again and rattling down. Carpen Dez and Cooper repairing boat. Blacksmith making dogs for upper topsail yards. So ends this day.

Lat $3^{\circ} 53'$ NorthLong $115^{\circ} 34'$ Sunday Dec 28th

This day commenced with clear weather and moderate winds from South East by East, ship heading North East by East under all sail. Later part the same, at 4 P.M., taking in fore top gallant sail. So ends this day.

Lat $2^{\circ} 30'$ NorthLong $113^{\circ} 17'$

Monday Dec 29th

1890

This day commenced with clear weather and moderate winds from, East South East, ship heading North East on Starboard Tack, under easy sail. Later part the same. Watch employed setting up trigger riggers and rattling down

So ends this day.

Lat $1^{\circ} 18'$ North

Long $111^{\circ} 38'$

Tuesday Dec 30th

This day commenced with clear weather and moderate winds from, South East by East, ship heading North East by East on Starboard Tack, under all sail. Later part the same. Watch employed sending down Lower Top sail, and repairing it, taking one of the boats off the house, painting Starboard boat, and rattling down the trigger riggers Carpenter and Cook or repairing boat. So ends this day.

Lat $00^{\circ} 07'$ North

Long $110^{\circ} 02'$

Wednesday Dec 31st 1890

This day commenced with clear weather and moderate winds from East South East, ship heading South on Port tack under all sail. Later part the same Watch employed sending down Fore-sail and repairing it, paint boat, taring down riggen and putting boat on house. Carpenter repairing boat. At 5 P.M. raised school sperm whales, lowered three boats at 6 P.M. coming aboard at dark.

So ends this day
Lat $00^{\circ} 16'$ South
Long $110^{\circ} 02'$

Thursday Jan 1st 1891

This day commenced with clear weather and moderate winds from South East by East working to wind ward tack and tack, under all sail. Later part the same Watch employed painting boat, ratling down riggen, bending foresail and repairing sail. Carpenter making boom for boat. So ends this day.

Lat $00^{\circ} 38'$ South
Long $110^{\circ} 04'$

Friday Jan 2nd

1891

This day commenced with clear weather and moderate winds from South East ship heading South West on Port tack under all sail. Later part the same. Watch employed painting boat, and rattring down Carpenter making paddles for the boat. So ends this day
 Lat $1^{\circ} 00'$ South
 Long $111^{\circ} 01'$

Saturday Jan 3rd

This day commenced with clear weather and moderate winds, from South East by East, ship heading South by West on Port tack, under all sail. Later part the same. Watch employed making cement, and rattring down. So ends this day.
 Lat $3^{\circ} 28'$ South
 Long $111^{\circ} 54'$

Sunday Jan 4th

This day commenced with clear weather and moderate wind from East by South ship heading North East by North on Starboard tack, under all sail. Later part the same. Watch employed ship duty. So ends this day.
 Lat $3^{\circ} 29'$ South
 Long $111^{\circ} 36'$

Thursday Jan 5th 1891

This day commenced with clear weather and strong wind from East South East, ship heading North East on Starboard tack under easy sail. Later part wind and weather the same, ship on Port tack heading South, one sail sight. Hatch employed covering hoves, making cement, and ralling down. So ends this day.

Lat $2^{\circ} 15'$ South
Long $110^{\circ} 36'$

Friday Jan 6th

This day commenced with clear weather and moderate wind, from East South East, heading South, ship on Port tack under easy sail. Later part strong wind, at 4 P.M. Rain and squally weather. Hatch employed setting up the head gear. So ends this day.

Lat $3^{\circ} 54'$ South
Long $111^{\circ} 30'$

Wednesday Jan 7th

This day commenced with clear weather and strong winds from East South East ship heading South, on Port tack under easy sail. Later part the same. Hatch employed setting up rigging, and ralling down. Carpenter employed making stags. So ends

Lat $3^{\circ} 04'$ South this day
Long $112^{\circ} 06'$

Thursday Jan 8th

1891

This day commenced with rainy and squally weather, and moderate winds from East, South East, at 9-30 A.M. In clearing up with strong winds, ship heading North East, on Starboard tack under easy sail. Later part the same. Watch employed, Rattling down, and putting on battings. So ends this day.

Lat $5^{\circ} 07'$ SouthLong $111^{\circ} 45'$ Friday Jan 9th

This day commenced with clear weather and moderate winds, from East, South East, ship heading North East on Port tack, under all sail. Later part the same. Watch employed rattling and taring down. So ends this day.

Lat $4^{\circ} 14'$ SouthLong $110^{\circ} 50'$ Saturday Jan 11th

This day commenced with clear weather, and moderate winds, from East, South East ship heading North East, on Starboard tack under easy sail. Later part the same. Watch employed painting flying jib-boom, rattling and taring down. So ends this day.

Lat $3^{\circ} 00'$ SouthLong $109^{\circ} 32'$

Sunday Jan 11th

1890

This day commenced with clear weather and moderate winds, from South East steering East by North, Later part the same, at 6 P.M. hauling up courses and laying aback. Watch employed ship duty. So ends this day.

Lat $2^{\circ} 47'$ SouthLong $108^{\circ} 17'$ Monday Jan 12th

This day commenced with clear weather and moderate winds, from South East ship heading East North East on Starboard tack under all sail, later part the same. Watch employed sending down Treen Toppallantail, and repairing it, painting Royal poles, and rattling down. Carpenter making Barrow for Bow Boat. So ends this

Lat $1^{\circ} 17'$ South

day

Long $107^{\circ} 09'$ Tuesday Jan 13th

This day commenced with clear weather and moderate winds, from South East steering North by West ship under all sail. Later part wind the same with rain steering West North West. Watch employed bending Toppallantail, sending down topsail and repairing it. Carpenter making slide boards for boat. Cooper making boat buckets. So ends this day

Lat $10^{\circ} 12'$ South

Wednesday Jan 14th

1891

This day commenced with clear weather, and moderate winds, from South East, steering West, North West, ship under all sail. Later part the same. Watch employed bending Aport & hail, and send down Sonnet & hail and repairing it, and painting Topmast and Gall antmast & Copper making boat buckets. So ends this day.

Lat 00°-45'

Long 117°-26'

Thursday Jan 15th

This day commenced with clear weather, and moderate winds, from South, steering West, North West, ship under all sail. Later part steering North West by West. Watch employed painting, bending Topsail, and bending down Main sail and repairing it. So ends this day.

Lat 1°-44'

Long 109°-33'

Friday Jan 16th

This day commenced with cloudy weather, and light winds, from South steering North, West & West, ship under all sail. Later part the same. Watch employed repairing Main sail, and bending it. So ends this day.

Saturday Jan 17th 1891

This day commenced with clear weather and light winds from East, South East, steering North West, ship under all sail. Later part the same steering North West, one sail in sight. Watch employed, painting Lowermast. So ends this day.

Sunday Jan 18th

This day commenced with clear weather and very light breezes from East North East, steering North West, by North. Ship under all sail. Later part the same, steering North West. Watch employed, ship duty. So ends this day.
Lat $5^{\circ} 12'$
Long $111^{\circ} 45'$

Tuesday Jan 19th

This day commenced with clear weather and moderate winds from East North East, steering North West ship under all sail. Later part squally and rainy weather with variable winds from South East to North East. Watch employed taking one of the boats off the house and other odd jobs. Carpenter employed rigging one of the boats. So ends this day.
Lat $6^{\circ} 24'$
Long $112^{\circ} 43'$

Tuesday Jan 20th

1890

This day commenced with clear weather and moderate winds from North East, steering North West by West, ship under all sail. Later part same with the exception of one rain squall at 3 P. M. Watch employed in ship duty. So ends this day.

Lat $7^{\circ} 57'$ Long $115^{\circ} - 42'$ Wednesday Jan 21st

This day commenced with clear weather and moderate winds from North East, steering North West by West, ship under all sail. Later part the same, steering West by South. Watch employed breaking out provisions and water and heaving lower hulk, and stowing it. So ends this day.

Lat $9^{\circ} 09'$ Long $116^{\circ} - 50'$ Thursday Jan 22nd

This day commenced with clear weather, and moderate winds, from North East, steering West by North, ship under all sail. Later part the same. Watch employed scraping the mast, and slaking them. Cooper making buckets. Carpenter repairing frame for crew mess. So ends this day.

Lat $9^{\circ} 45'$ Long $119^{\circ} - 50'$

Friday Jan 23rd, 1891.

This day commenced with clear weather and light winds from North East steering West by North, ship under all sail. Later part the same. Watch employed making flying hems to and served, Coopers making buckets. So ends this day.

Lat $10^{\circ} 27'$ Long $121^{\circ} 01'$ Saturday Jan 24th

This day commenced with clear weather and moderate winds, from East steering West by North, ship under all sail. Later part the same with exception of one rain squall. Watch employed ship duty, Coopers making buckets. So ends this day.

Lat $11^{\circ} 07'$ Long $123^{\circ} 17'$ Sunday Jan 25th

This day commenced with clear weather and moderate winds varying from North East to South East at 10 A.M. light winds with rain. Later part the same. Watch employed ship duty. So ends this day.

Tuesday Jan 26th

1891

This day commenced with clear weather and moderate winds, from North East, steering West by North, ship under all sail. Later part the same. Watch employed setting up lower rigging and overhauling sail. So ends this day.

Lat $12^{\circ} 45'$

Long $128^{\circ} 33'$

Wednesday Jan 27th

This day commenced with clear weather and moderate winds, from North East steering West by North ship under all sail, Later part the same. Watch employed setting up rigging and reeving off lanyards. So ends this day.

Lat. $13^{\circ} 29'$

Long. $132^{\circ} 00'$

Wednesday Jan 28th

This day commenced with clear weather, and moderate winds, from North East, steering West by North ship under all sail. Later part the same. Watch employed making reed and spur yarn, Carpenter repairing washboard bench. So ends this day.

Lat $14^{\circ} 35'$

Long $135^{\circ} 11'$

Thursday Jan 29th

1891

This day commenced with clear weather and moderate wind, from North East Stearing West by North, ship under all sail at 12 P.M. taking Main Royal Later part Cloudy weather and strong winds, Stearing West & North at 4 P.M. wind increasing taking light sail, Watch stowing away shooks and head in fore hold, Coopers shooing Cask.
So ends this day.

Friday Jan 30th

This day commenced with cloudy and rainy weather with moderate wind variable from North East to East at 9 A.M. strong winds with clear weather 4:30 P.M. carried away Main Royal taking in light sail, Stearing West & North. Later the same at 4 P.M. moderate winds with cloudy weather setting light sail. Watch employed ship duty. So ends this day
Lat 16° 43'
Long 143° 11'

Saturday Jan 31st,

1891

This day commenced with raining weather and strong wind, from East, steering West & North, ship under moderate sail. Later part the same. Watch employed washing ship. So end this day

Sunday Jan 31st

This day commenced with clear weather, and moderate winds from North East steering West & North, ship under all sail. Later part the same. Watch employed ship duty. So end this day

Lat $18^{\circ} 10'$
Long $149^{\circ} 47'$

Monday Jan 2nd

This day commenced with clear weather, and moderate winds from North East, steering West & North, ship under all sail. Later part the same steering West. At 5-30 P.M. sighted land Oahu about sixty miles off, at 7 P.M. taking in light sail. Watch employed making sunset

Lat $18^{\circ} 57'$
Long $153^{\circ} 47'$

Tuesday Feb 3rd, 1891

This day commenced with clear weather and strong winds, from North East, at day break kept the ship off running down the East coast of the Island (Oahu) about 15 miles off, bearing variable course, from South West to West, until arriving off the South Point, then hauling up to North West, until arriving off Pele Point. At 11 A.M. the wind getting light wind, standing off shore on Starboard tack. Ship under all sail. Later part light breeze with rain squalls at 6-30 P.M. light wind from North East heading on Starboard tack North North West. At 12-30 P.M. raised a dead whale, lowered the Starboard boat, and pulled about 3 miles it turned out to be a sperm whale, but was too much decayed to pick up. At 4 P.M. raised a steamer bearing North East from us. Watch employed ship duty. Carpenter making battings for riggers.

So ends this day.

Wednesday Feb 4th,

1891

This day commenced with clear weather and calm, at 11 A.M. light breeze from South West steering North by East ship under all sail, Chyhee taring East about 15 miles off. Later part wind and weather the same, ship heading on Port back off shore, one sail in sight Watch employed sending down Main Royal and repairing, and overhauling cutting pennants, Carpenter and Cooper sheathing deck. So ends this day
 Lat 19° 30'
 Long 156° 16'

Thursday Feb 5th,

This day commenced with clear weather and strong wind, from North East standing in shore Chyhee taring East about 40 miles off. Ship under Lower Top sail and two staysails. Later part moderate wind setting all sail about 15 miles off shore at 4:30 shortened sail to Lower Top sail standing off shore. Watch employed breaking out water and bending Main Royal. One sail in sight. So ends this day.

Friday Feb 6th

1891

This day commenced with strong
wind and clear weather, wind from
North East, steamed North West by
West, at 7.30 P.M. The abject Kahoalua
about 20 miles off bearing East
at 4 A.M. In light winds ship under
all sail. Later part the same at
3 P.M. arrived off Lanai Island
about 10 miles off standing on off
shore tack at 6 A.M. In taking in
light sail, lay in on tack the Fore
yard. Watch employed ship duty
Carpenter and Cooper sheath-
ing deck. So ends this day.

Saturday Feb 7th

This day commenced with clear weather
and moderate wind from North East
steering North West, ship under all sail.
Later part light winds and varia-
ble at 6 P.M. In hauling back Fore
Yard, at 3.30 P.M. In Capt North went
aboard the Schooner Emma Clai-
den of San Francisco. Lanai
Island bearing North North East
Watch employed overhauling cut-
ting pennants and repairing
them, and washing ship inside
and out. So ends this day.

Sunday Feb 8th.,

1891

This day commenced with clear weather and light winds from East to East heading the off shore track, ship under all sail, one sail in sight. Middle and later part the same. Laysan Island bearing North North East about 35 miles off. So ends this day.

Monday Feb 9th.,

This day commenced with cloudy weather and very light winds from North West middle and later part the same, ship under all sail, one sail in sight. Watch employed painting Skylight and Cabin, Cooper making hanks and hoops main top sail and gaff top sail. So ends this day.

Tuesday Feb 10th.,

This day commenced with rainy weather and very light winds from South East. Middle the same, at 1 P.M. became clear with light winds from North East, ship under all sail. Oahu Island bearing East about 40 miles off. 4 sails in sight. Watch employed ship duty. So ends this day.

Wednesday Feb 11th., 1891

This day commenced with clear weather, and light winds, from North East. Steaming South, middle and later part the same. Owhyhee Island bearing East about 30 miles off. At 11 A.M. Capt and boat crew went aboard the German returning again at 1-30 P.M. The Watch employed ship duty three sails in sight. So ends this day.

Thursday Feb 12th.,

This day commenced with clear weather and light breezes from North East steering South South East. Middle the same, at 3-30 P.M. the wind from East, ship under all sail three sails in sight Owhyhee Island bearing East about 40 miles off. Watch employed painting and putting out cutting stage. So ends this day.

Friday Feb 13th.,

This day commenced with clear weather and light winds from North East, middle and later part the same. Owhyhee Island bearing East North East about 10 miles off. Watch employed ship duty three sails in sight. At 6 P.M. spoke the Kildalga Capt and boat crew going aboard returning at 7-30 P.M. So ends this day.

Saturday Feb 14th., 1891

This day commenced with clear weather and light breeze from West South West Oukyhee Island ~~at~~ bearing East South East about 40 miles off. Middle and later part the same, two sail in sight. Watch employed painting Dryworks cover and Scrap hooper and making jib permanent. So end this day.

Sunday Feb 15th.,

This day commenced with clear weather and light wind from South West Standing on Northern tack until 3 P.M. then backing ship. Oukyhee Island bearing East North East about 50 miles off middle and later part the same. So end this day.

Monday Feb 16th.,

This day commenced with clear weather and light wind from West South West Standing on shore tack. middle and later part the same, Oukyhee bearing East North East about 50 miles off. Watch employed provisions, Carpenter and Cooper repairing minding machine. So end this day.

Tuesday Feb 17th P.M.,

1891

This day commenced with clear weather and light winds from South West steering North East by East at 11 A.M. hauling on the wind on port tack, middle and later part the same.

Cutabee Island bearing East about 40 miles off. Watch employed making sand and the band on lower topsail yard and kingbolt on upper topsail yard Blacksmith making two links for topsail tie and kingbolt Engine blowing off the steam from Engine Cooper making hanks So ends this day

Wednesday Feb 18th P.M.,

This day commenced with clear weather and very light winds from West steering North West. Middle and later part the same, at 6 P.M. hauling up courses and laying aback the fore yard Cutabee about 30 miles off bearing East North East. Watch employed putting up crows nest frame and making spinnaker.

So ends this day.

Thursday Feb 19th...

1891

This day commenced with clear weather and moderate winds, from West ship on starboard tack middle and later part the same, ship under easy sail. Onhykee harrigg East North East about 30 miles off. Hatch employed setting up mizzen topmast and gallant rigging, and washing ship. So ends this day.

Friday Feb 20th...

This day commenced with clear weather, and moderate winds, from West South West ship on starboard tack, middle and later part squally weather at 2 P.M. tack ship under easy sail. One sail in sight. Onhykee harrigg East North East about 30 miles off. Hatch employed breaking out Water and painting boat davis and crane. So ends this day.

Saturday Feb 21st...

This day commenced with clear weather and moderate winds from North West ship on starboard tack under easy sail middle the same, at 5-30 P.M. taking the upper stails and unrigging ship, Hatch employed painting ship. So ends this day.

Sunday Feb 22d.,

1891

This day commenced with clear weather and moderate winds from North ship on port tack, under easy sail at 11 P. M. Tacking all sail. Later part the same. Puffins bearing East North East about 80 miles off. So ends this day.

Monday Feb 23d.,

This day commenced with clear weather and moderate winds from North West ship on starboard tack under all sail, mid day and later part the same at 6 P. M. Tacking on light sail. No ship employed hunting ship One sail in sight. Cooked Island bearing East by North about 20 miles off. So ends this day.

Tuesday Feb 24th.,

This day commenced with clear weather and moderate winds from North West working to windward tack and tack ship under easy sail mid day and later part the same at 10 P. M. The ship the Friar the Capt and boat crew come aboard going back again at 2 P. M. No ship employed ship only. So ends this day.

Wednesday Feb 25th, 1891

This day commenced with moderate
wind and clear weather from North
North East ship on starboard tack
under all sail at 4 P. In taking
ship wind and weather the same
two sails in sight. Watch em-
ployed ship duty so ends this day

Thursday Feb 26th.

This day commenced with clear weather
or good moderate wind from North
North East working to windward tack and
tack under all sail night and later
part the same at 2 P. In taking light
sail and seeing the main of gallan
bail and mizzens. Thru mast day sail
at 6 A. M. at 2 P. In carried away
jib and flying jumper Watch
employed breaking out main hole
taking fresh water out of the ground
beer and putting in the sideing
beer and filling up the ground
beer with salt water. One sail in
sight

Lat 20° 24'

Long 158° 14'

Friday Feb 27th...

1891

This day commenced with clear weather and moderate winds from North North East working windward tack and tack at 9 A.M. In taking in all sail, down to lower topsails putting out jib and Staining Gumpies and Spitzal yard setting fore and back sails at 2 P.M. In wind from North East and strong at 6 P.M. In setting course and topsails. Carpenter and Cooper making Spitzal and Blacksmith repairing jib Gumpies. Oahu Island bearing North West by West, Lanai bearing North East about 15 miles off. So ends this day.

Saturday Feb 28th...

This day commenced with clear weather and strong winds from North East middle and late part the same ship under short sail cruising off and on Motokai Island about 20 miles off. Watch employed ship duty. So ends this day.

Sunday March 1st...

This day commenced with clear weather and moderate winds from North North East easy sail, cruising off and on Motokai Island, middle and late part the same, four sail in sight. Spoke the Maat at 10 P.M. In So ends this day.

Tuesday March 3rd., 1891

This day commenced with clear weather and moderate winds from North North West, at day sight standing in for the land Mookai Island getting within 11 miles of land then hauling slack at 8 P.M. and fairing the tops off the ship, at 8 P.M. Tacking forward and standing on Western tack. Three sails in sight. So ends this day.

Tuesday March 3rd.,

This day commenced with clear weather and light and variable winds standing off land on Honolulu, middle and later part the same, at 9 P.M. sighted the San Francisco mail boat, several masters and four whales in sight, at 6-30 P.M. Mr. David and boat crew came aboard from Reindeer returning at 7-30 P.M. Watch employed ship duty. So ends this day.

Wednesday Feb 4th

This day commenced with clear weather and light winds from Westward at 11 P.M. moderate winds, middle and later part the same ship under all sail, at 6 P.M. taking in light sail, on and off Honolulu at 2-30 P.M. Light and boat crew were ashore returned at 4-30 P.M. Watch employed ship duty. So ends this day.

Thursday March 5th 1891

This day commenced with clear weather and light winds from North West. middle and later part the same ship under all sail, cruising off Oahu Island 15 miles. Three whales and three coasters in sight. Watch employed ship duty. At 4 P.M. In one of the Seamen name John Frey had a fit another at 2:30 P.M. So ends this day.

Friday March 6th

This day commenced with clear weather and moderate winds from Westward, ship under all sail, middle and later part the same cruising between Laysan and Oahu Island. Two Whales and several coasters in sight. Watch employed breaking co. After watch for provisions. At 10:30 P.M. John Frey had fit. So ends this day.

Saturday March 7th

This day commenced with clear weather and moderate winds from Westward. Laying on and off Honolulu middle and later part the same. At 11 A.M. went and water crew going ashore discharging John Frey's burning at 3 P.M. bid off Pilot on pick Reg. 226 U.S. In putting of the sailmaker in Irons in port at 7:30 P.M. for growing with the chief mate. Watch employed ship duty. So ends this day.

Sunday March 8th.,

1891

This day commenced with clear weather and moderate wind from Westward, ship under easy sail. Oahu Island bearing North about 40 miles off at 4 P.M. In rain squall continued so until 2 P.M. Later part clear weather wind the same. Three Whales in sight. So ends this day.

Monday March 9th.,

This day commenced with clear weather and moderate wind from Westward, ship under easy sail. Oahu Island North North East about 30 miles off. Middle and later part the same. Water employed setting up trigger mine and Main Signal. So ends this day.

Tuesday March 10th.,

This day commenced with clear weather and moderate wind from North West, ship under all sail. Oahu Island bearing North North East about 20 miles off. Two sails in sight. Middle and later part the same. Water employed making a Sprung mine.

So ends this day.

Wednesday March 11th, 1891

This day commenced with clear weather and light winds from North East ship under all sail Cuto Island bearing North North East about 10 miles off at 2 P.M. light winds from North North West. Sails in sight. Water employed ship duty.

So ends this day.

Thursday March 12th, 1891

This day commenced with clear weather and moderate winds from North North West, ship on and off Coronado under all sail at 4 P.M. Capt North and boat crew went ashore returning at 3 P.M. Capt remaining ashore, two sea men deserted James John Gomes and Casamiro Pater & Whaler in sight. So ends this day.

Friday March 13th, 1891

This day commenced with clear weather and light winds from North North West, ship under all sail, leaving of and on Coronado at 2 P.M. wind from North East moderate at 11 P.M. wind increasing taking in light sail & Whaler in sight and several coasters, at 4 P.M. sent the boat ashore returning at 11 P.M. Capt North also came aboard. Water employed ship duty. So ends this day.

Saturday March 14th, 1891

This day commenced with clear weather, and moderate winds, from North East, ship under all sail, laying off and on Honolulu middle and later part the same 7 Whalers in sight at 4 P.M. Capt Worth and boat crew went ashore returning at 3 P.M. Capt Worth remaining ashore. Capt Fisher and Officers arrived this morning so ends this day.

Sunday March 15th, 1891

This day commenced with clear weather, and moderate winds from North East, ship under easy sail middle and later part the same 7 Whalers in sight. Laying off and on Honolulu. So ends this day.

Tuesday March 16th, 1891

This day commenced with clear weather and moderate winds, from North East, ship under easy sail, laying off and on Honolulu middle and later part the same 7 Whalers in sight. Boat going ashore at 8 A.M., returning at 11 P.M. Capt Fisher, Capt Worth first and second mate. At 2 P.M. all going ashore with exception of Mr Peter boat returning at 4 P.M. Watch employed ship duty. So ends this day.

Tuesday March 17th, 1891

This day commenced with clear weather and moderate wind, from North East, ship under easy sail off and on Honolulu. In the fore and later part the same 8 Whales in sight. Watch employed ship duty. So ended this day.

Wednesday March 18th.

This day commenced with clear weather and light winds from North West, ship under all sail. Laysan Island bearing North North West about 15 miles off at 9 A.M. calm, middle part the same at 3 P.M. The light winds from North East. 8 Whales in sight. Watch employed ship duty. So ended this day.

Thursday March 19th.

This day commenced with clear weather and moderate wind, from North East, ship under easy sail. Laysan Island bearing North North West about 15 miles off at 9 A.M. calm, middle part the same at 4 P.M. In provision came aboard, also boat head. 8 Whales in sight. Watch employed ship duty. So ended this day.

Friday March 20th.,

1891

This day commenced with clear weather and moderate wind, from North East ship under easy sail. Laying off and on Honolulu. Middle and later part the same, at 10 A.M. I sent the boat ashore returned at 2.30 P.M. The two men under the third mate breaking his liberty by twenty four hours. 6 Whales in sight. Watch employed ship duty so ends this day.

Saturday March 21st.,

This day commenced with clear weather and moderate wind, from North East, ship under easy sail. Laying off and on Honolulu at 11 A.M. In Capt. Baker and first mate came aboard and about the same time taking our departure setting all sail and keeping the ship off to South by West gradually coming to the North and then at 4 P.M. steaming North West by West two Whales in sight. So ends this day.

Sunday March 22nd, 1891

This day commenced with clear weather and moderate winds from North East, ship heading North North West on Starboard tack under all sail, middle and later part the same. Watch employed ship duty.
So ends this day

Sunday March 23rd

This day commenced with clear weather and moderate winds from North North East ship heading on Starboard tack North West middle and later part the same Watch employed ship duty.
So ends this day

Tuesday March 24th

This day commenced with clear weather and moderate winds from Eastward, ship under all sail on Starboard tack steering North by West middle and later part the same, Watch employed ship duty. Carpenter and Cooper making a room for themselves in the storeroom.

So ends this day

Wednesday March 23rd, 1891.
 This day commenced with clear
 weather and moderate winds from
 South East ship under all sail
 steering North by East, middle
 and later part the same.
 Watch employed ship duty
 to erect this day.

Thursday March 26th...
 This day commenced with
 clear weather and moder-
 ate winds from South East
 ship under all sail steering
 North by West middle and
 later part the same. Watch
 employed breaking provis-
 ions also issuing out
 clothes, Carpenter mak-
 ing gun masts and boom
 to erect this day.

Friday March 27th...
 This day commenced with clear wea-
 ther and light winds from South
 East ship under all sail, steering
 North at 10. In light winds from
 West steering North by West.
 Watch employed ship duty.
 to erect this day.

Saturday March 28th, 1891

This day commenced with clear weather and strong winds from North East, ship under easy sail, heading North West by West on Starboard Tack with heavees head sea, middle and later part the same. Watch employed ship duty.

So ended this day.

Sunday March 29th,

This day commenced with clear weather and moderate winds from North heading West North West, on Starboard Tack under all sail at 7 A.M. The Tack ship heading East North East at 9 A.M. taking in full sail. Trigger down with easy sail and full sail. Middle and later part the same at 3 P.M. wind from North West ship heading North East by North. So ended this day.

Tuesday March 30th,

This day commenced with clear weather and moderate winds from Westward heading North East, by East, on Starboard Tack under easy sail middle and later part the same. Watch employed ship duty. So ended this day.

Tuesday March 31st, 1891
 This day commenced with clear
 weather and strong winds and heavy
 sea, ship under all sail steering
 North wind from South West at
 11-30 A.M. steering North by West
 at 4 P.M. taking in main
 Royal and Gaffsail, mid
 aft and later set the same
 Watch employed ship duty
 So ends this day.

Wednesday April 1st,
 This day commenced with thick
 and squally weather and strong
 winds from South West steer-
 ing North by West ship under
 easy sail, mid aft and the same
 at 2-30 P.M. taking up topsails
 and lower fore sail, wind
 from North West ship on ~~star~~
 starboard tack heading North
 North East at 11 A.M. carried
 away bows of the starboard
 boat also breaking the boat
 Watch employed ship duty
 So ends this day.

Thursday April 24th, 1891

This day commenced with thick weather and strong winds ship hove to on Port Tack under top and main sail at 11 P.M. set Fore top sail and Mizzen top sail also bending Fore top sail at 2-30 A.M. In carried away Fore main sail, at wind moderating setting Fore sail wind from West North West ship heaving to on Port Tack. Watch employed ship duty. So ends this day.

Friday April 25th,

This day commenced with thick and squally weather with rain and strong winds, from South West, ship under easy sail steering North North West, mid day put the same at 2-30 P.M. wind from Westward taking in fore sail at 6 P.M. taking in main and four lower top sails hove to on Port under three stay sail, at 6 A.M. In carried away main lower top sail broke block, sending it down and pulling up another Watch employed ship duty. So ends this day.

Saturday April 4th., 1891
 This day commenced with clear weather, and strong wind from Westward at 6.30 A.M. In setting lower topsails and four sail ship on Red Jack heading North by West middle part the same at 11 A.M. wind increasing taking in four sail and four lower topsails. Watch employed ship duty.
 So ends this day.

Sunday April 5th.,
 This day commenced with clear weather and moderate wind, from the West with heavy squalls, ship under moderate sail on Red Jack, heading North, North East. Middle dead calm, at 2.30 P.M. light breeze from South West with rain, ship under all sail steering North West. Watch employed sending down main sail and repairing it and bending it at 1.30 P.M. also hoisting up four topsail and four spritsail staysail.
 So ends this day.

Tuesday, April 6th, 1891

This day commenced with clear weather and strong winds from South West with heavy seas at 9 A.M. In setting courses, main top sail and jib, at 12:30 taking in again steering North West. Later part the same. Watch employed ship duty.
So ends this day.

Wednesday, April 7th,

This day commenced with clear weather and strong wind from West, North West with heavy seas, ship under easy sail steering North West, at 9 A.M. The wind moderating setting all sail mizzen and later part the same. Watch employed ship duty.
So ends this day.

Thursday, April 8th,

This day commenced with clear weather and moderate winds from South West ship under moderate easy sail steering North West at 1 P.M. To steering East, North East. At 6 P.M. taking in sail down to lower top sail at 10:30 P.M. taking in head sail strong winds with rain and snow squalls. Watch employed ship duty.
So ends this day.

Thursday April 9th., '89.

This day commenced with clear weather, and moderate winds from South South West, At 6 A.M. in setting all sail steering East, North East, at 10 A.M. the wind increasing, taking in main top gall and laid at 11 A.M. in shortening sail down to lower topsails, later passed the same at 6-30 P.M. in taking in fore lower top sail and luffing to on Port tack. Watch employed ship duty.

So ended this day.

Friday April 10th.,

This day commenced with clear weather, and strong winds from South West, ship under short sail steering East North East, at 8-30 A.M. in setting main top sail and jib, middle part the same, at 4 P.M. in taking in jib and main upper top sail, at 6-30 P.M. in taking in fore sail and fore lower top sail, hove to on Starboard tack, watch employed ship duty. One sail in light.

So ended this day.

Samuel Grech
 Saturday April 11th., 1891
 This day commenced with clear
 weather and moderate wind and
 heavy sea, wind from South
 West steering North East under
 moderate sail, middle and
 later part the same at 8 A.M.
 taking in sail down to
 lower main spread and
 these staysails hoisted down
 Starboard tack at 5 P.M. the
 Ruken Right Whale going
 to the North East keeping
 run off them with the ship
 at 5.30 P.M. the whales bore to.
 lowered three boats for the
 truck iron showed coming
 abreast at 7.30 P.M.

So ended this day.

Lat. $54^{\circ} 06'$ North.
 Long. $156^{\circ} 12'$ West.

Sunday April 12th.,
 This day commenced with
 thick and rainy weather and
 strong wind from South. Sailed
 East ship under short sail
 laying to as far tack
 while and later part the
 same. So ended this day.

Thursday April 13th, 1891
 This day commenced with thick
 and rainy weather and strong
 wind from South West at 4 P.M.
 setting fore sail and fore top
 mast staysail at 4 P.M. The wind
 increasing taking in fore and
 main top topsails. Watch
 employed ship duty.
 So ended this day.

Friday April 14th,
 This day commenced with clear
 weather and strong wind from
 South West, ship under easy
 sail, at 9 A.M. The Raised Whaler
 lowered three port boat at 10
 A.M., came aboard at 4-30 P.M.
 So ended this day.
 Lat. $54^{\circ} 34'$ North.
 Long. $155^{\circ} 26'$ West.

Saturday April 15th,
 This day commenced with clear
 weather and light wind from
 South East, ship under all sail.
 middle wind increasing tak-
 ing in light sails at 4-30 P.M. In
 strong wind taking sail down
 to lower main top sail and fore
 staysail laying to on port
 tack. Raised whaler at 4 P.M. He
 going very quick to windward.
 So ended this day. Lat $54^{\circ} 20'$ Long $155^{\circ} 20'$

Thursday, April, 16th, 1891

This day commenced with clear weather and strong wind, from South West ship under easy sail working windward. Watch employed ship duty So ends this day.

Friday, April, 17th, 1891

George Campbell
This day commenced with clear weather and moderate winds, from South ship under all sail, at 9 A.M. steering North East, light winds with snow squalls, at 10 30 P.M. Raised anchor lost sight of him, sighted again at 4 30 P.M. lowered three port boats and pulled to windward 1 1/2 miles then setting sail returning aboard at 7 P.M. So ends this day
Lat $54^{\circ}32'$
Long

Saturday, April, 18th, 1891

This day commenced with clear weather and light winds from East, ship under all sail, middle and later part the same Watch employed ship duty So ends this day.

Sunday April 21st, 1896
 This day commenced with clear weather and moderate winds from South East, ship under all sail working to windward Tack and tack, middle and later part the same at 7 P.M. shortening sail to lower topsail. One Steamer in sight.

So ended this day.

Monday, April, 22nd,
 This day commenced with clear weather and moderate wind from East, North East. At 5 P.M. hoisting all sail ship on Port Tack working in to South East, middle and later part the same. Watch employed ship duty.
 So ended this day.

Tuesday April, 23rd,
 This day commenced with thick and rainy weather and strong wind from North East, ship laying to under main topsail and three staysails at 10-30 A.M. moderate winds setting sail at 3-30 P.M. clear weather and light winds setting all sail. At 7 P.M. taking in all sail. Watch employed ship duty.
 So ended this day.

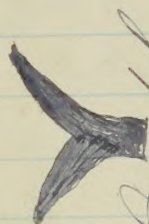
Wednesday April 22nd, 1891

This day commenced with clear weather and strong wind, from South West, at 5 P. In setting sail keeping off East, North East, until the part the same at 3-30 P. In steering North East at 7 P. In taking in sail, down to lower deck laying to on port tack, so end this day.

Thursday April 23rd,

This day commenced with thick and snow squall, at 5-30 P. In setting sail keeping off North East, wind from Westward, variable and later part the same, at 4-30 P. In raised whale lifting the ship taking in sail to lower sail snow squall coming in losing sight of the whale, Watch enforced ship's duty. So end this day.

Sat
Song



James' Book

Friday, April, 24th, 1891

1891

This day commenced with strong
wind with snow squalls, ship under
short sail from Westward
at 9 A.M. The wind moderating
setting sail at 11:30 A.M. The
collected whale lowered the boat
chasing until 4:30 P.M. The
with but success. Mr. Peters
(second mate) broke his arm
caused by the boat mast & hal-
yard coming away & gaff
coming down striking his
arm. One sail in sight
at 7 P.M. shortening sail down
to lower topsails.

To end this day.

Saturday, April 25th, 1891

This day commenced with clear
weather and moderate winds
from South West, at 9 A.M. The
wind increasing shortening
sail. Middle part strong
wind from North, at 2 P.M. The
ship under short sail. At 9 A.M.
the raised whale going quick
to windward & losing sight
of them at 10 A.M. In at 2 P.M. the
raised whale lowered two boats
without success, also lowered
again at 4 A.M. with the same suc-
cess. One sail in sight.

To end this day.

Sunday. April, 26th., 1891

This day commenced with clear weather and gale wind from North ship hove to on Port Gack at 1 P.M. wearing ship again at 6 P.M. So ends this day.

Monday. April, 27th.,

This day commenced with clear weather and strong wind with heavy swell ship under moderate sail middle part the same also later at 11 P.M. raised whale lowered at 1 P.M. struck at 3 P.M. taking along side ship at 6 P.M. Mr Pens (first mate) struck So ends this day

Sat.
Long.

Tuesday. April, 28th.,

This day commenced with clear weather and moderate wind from North West, middle and later part the same. At 3 P.M. called all hands started to cut in the whale finished at 10-30 P.M. started drying out, at 3-30 P.M. Spoke the Steamer Jessie Greenman So ends this day

Wednesday, April 20th, 1891
 This day commenced with foggy
 weather and light wind from
 Westward. Ship under easy
 sail, laying with head yards
 aback. Middle and latter
 part the same. Watch emp-
 loyed trying on.
 So ends this day.

Thursday, April 21st, 1891
 This day commenced with foggy
 weather and light wind from
 Westward at 8 30 A.M. In clear wea-
 ther steering North West. Middle
 and latter part the same. Watch
 employed bying out and
 storing Oil.
 So ends this day.

Friday, April 22nd, 1891
 This day commenced with clear
 weather and moderate winds
 from Eastward at 4 30 A.M. In
 setting sail taking in light
 sails at 11 A.M. In wind increased
 and at 2 30 P.M. taking in
 sail to three staysail and
 lower main topsail blowing
 gale at 4 P.M. In raised whale going
 quick to windward. Watch
 employed storing Oil. Whale mak-
 ing 95 BBL. One sail in sight
 So ends this day

Saturday, May 4th., 1891

This day commenced with clear weather and moderate wind from North East, ship on starboard tack heading North North West, under all sail, middle part the same at 8:30 P.M. wind hauling North West, with light breeze steering North East. Watch employed ship duty. So ended this day.

Sunday, May 5th.,

This day commenced with clear weather and moderate wind from North West steering North East, ship under all sail. Middle part the same at 1 P.M. the wind over the Cape calms. So ended this day.

Tuesday, May 6th.,

This day commenced with clear weather and over light winds from Westward, ship under all sail, steering North North East. Middle the same, later part calms. Watch employed ship duty. So ended this day.

Tuesday, May, 5th, 1891

This day commenced with clear weather and light wind from South, steering North. Middle the same. At 3-30 P.M. hauling on wind star board tack, ship under all sail. One steamer in sight. Watch employed ship duty.

So ends this day.

Wednesday, May, 6th,

This day commenced with clear weather and moderate winds from South, South East ship under all sail, steering North, North East, middle and later part the same. Watch employed ship duty.

So ends this day.

Thursday, May, 7th,

This day commenced with clear weather and light wind from South East, ship under all sail, steering East, North East, middle and later part the same. Watch employed ship duty.

So ends this day

Friday, May, 8th.

1891

This day commenced with clear weather and light breeze from South East, ship under all sail, steering North East, by East, middle the same, at 3.30 P.M., light wind from North West, steering North East. At 4 P.M. sighted land about 30 miles off, Cape Fisher bearing North by East. Three sealing schooners in sight. Watch employed ship duty.

So ends the day.

Saturday, May, 9th.

This day commenced with clear weather and very light wind from South, ship under all sail, steering North, middle and later part the same. Carpenter and Cooper repairing boat. 5 sealing schooners in sight.

So ends this day.

Sunday, May, 10th.

This day commenced with clear weather and light air from South, ship under all sail, steering North, middle part the same, at 4 P.M. light air from Westward. Cape Fisher bearing North East about 40 miles off. Three sealing schooners in sight. So ends this day.

Monday, May, 11th, 1891

This day commenced with clear weather and calm continued thus until 2.30 P. M. light winds from North West ship on Tacks on Buck, under all sail at 6.30 P. M. light winds from South East steering West North West. Watch employed ship duty. Carpenter and cooper, repairing boat. Saw four Sealing Schooners and 1 Steamer in sight.

So ends this day.

Tuesday, May, 12th,

This day commenced with clear weather and light air from South, ship under all sail, steering North West, wind and later part the same. Watch employed ship duty. Four Sealing Schooners and one Whaling Steamer at 2 P. M. spoke Jesse Freeman. So ends the day.

Wednesday, May 13th, 1891

This day commenced with clear weather and moderate wind from East, took East ship under all sail working to gybe and tack and tack. At 2 P. M. strong wind with rainy weather, taking in all sail. Watch employed ship duty. One Sealing Schooner and Whaling Steamer.

So ended this day.

Thursday, May 14th,

This day commenced with clear weather and moderate wind from South ship under all sail, steering West by North, middle and later part the same. Two Sealing Schooners in sight and one Whaler.

So ended this day.

Friday, May 15th,

This day commenced with clear weather and light wind from North, took East ship under all sail, steering West by North. At 1 P. M. huffing down Port Tack, heading into South East later part the same. Watch employed repairing two Spanker Carpenter making foremast spade. Three Schooners and two Boats. So ended this day.

Saturday, May, 16th., 1891

This day commenced with clear weather and moderate winds from South East, ship under all sail on Port Back heading South, South West, middle part the same, at 5 P. M. wind increasing taking in light sail. Watch employed ship duty. So ends this day.

Sunday, May, 17th.,

This day commenced with clear weather and light winds, from South, ship under all sail on Starboard Back heading South East, middle part light winds, at 130 P. M. very light winds from North East steering South. So ends this day.

Monday, May, 18th.,

This day commenced with clear weather and light winds from South ship under all sail, heading East South East, on Port Back middle part the same, at 4 P. M. wind from Eastward with rain, steering South West.

So ends this day.

Tuesday, May, 19th, 1891

This day commenced with clear weather and moderate wind from South East, ship under all sail steering South West, at 8-30 A.M. The wind from Southward, heading East, South West, on Port East with rain, later part the same. So ends this day.

Thursday, May, 21st, 1891

This day commenced with clear weather and moderate wind from North East, ship under all sail steering South West, by South until 3-30 P.M. wind increasing taking in light sail, at 5-40 P.M. carried away jib and flying jumper, taking in all sail to lower mast. The sail and two stay sails. Watch employed securing flying jib board. So ends this day.

Friday, May, 21st, 1891

This day commenced with clear weather and moderate wind from West, most ship on Starboard tack under easy sail, at 1-30 P.M. setting all sail. Watch employed putting out jib jumper, and setting up Back Rope. So ends this day.

Saturday, May 22nd, 1891.

This day commenced with clear weather and light winds from North East, ship on starboard tack heading North, North West, under all sail. Middle and later part the same. Watch employed sending down lower fore & main and gall & main and repairing them and then at 4 P. M.

So ends this day.

Saturday, May 23rd, 1891.

This day commenced with clear weather and light winds from North East, ship under easy sail at 9 A. M. In taking in sail down to lower main, middle and later part the same. So ends this day.

Sunday, May 24th, 1891.

This day commenced with clear weather and light winds from South East, ship under all sail middle and later part the same steering North, North West. So ends this day.

Monday, May, 25th 1891

This day commenced with clear weather and moderate wind from Westward, ship under all sail, leaving for the third West at 4 P.M. Steering North East later, and the same. So ends this day.

Tuesday, May, 26th

This day commenced with clear weather and moderate wind from South, ship under all sail, steering West, middle part the same at 7 P.M. Taking in light sail. One steamer Whaler in sight (Jessie Freeman) at 3 P.M. raised anchor going into South West gulf. So ends this day.

Wednesday, May, 27th

This day commenced with thick weather and moderate wind from South middle the same. At 7 P.M. taking in all sail. At 4 P.M. raised anchor, lowered and chuted but did not get far, came aboard at 9 A.M. lowered again at 11 A.M. The Fur Seal struck were chased same aboard at 3 P.M. One whaling steamer in sight. So ends this day.

Thursday, May, 28th, 1891

This day commenced with thick weather and moderate wind from South, ship under all, working to windward. Tack and tack middle the same, at 7 P. M. taking in all sail. Jessie Freeman in sight. So ends this day.

Friday, May, 29th,

This day commenced with clear weather and moderate wind from South East, ship under all sail, middle part the same, at 8 P. M. wind increasing taking in all sail. So ends this day.

Saturday, May, 30th,

This day commenced with clear weather and moderate wind from South working windward, ship under all sail, middle and later part the same. One steamer Jessie Freeman in sight chasing whale, at 11. M. spoke her Lydia. So ends this day.

Sunday, May 31st, 1891
 This day commenced with clear
 weather and light wind from
 South West, ship under full
 sail, steering north East at
 11 A.M. In dead calm, middle
 and late part the same.
 Three seals in sight. Jessie
 Greenman cutting in Whale
 So ends this day.

Monday, June 1st,
 This day commenced with clear weather
 and strong wind, from East, ship un-
 der moderate sail, steering West
 North West, middle part the
 same, at 3 P.M. wind increasing
 taking in light sail, at 6 P.M.
 taking in sail down to lower
 yard, blowing moderate gale
 Three Whales and one Schooner
 in sight. So ends this day.

Tuesday, June 2nd,
 This day commenced with thick
 and light rain weather and
 strong wind from North East, ship
 under easy sail, steering yet,
 at 10-30 A.M. sighted Koonuc
 Island, having South South
 East about 30 miles off, hauled
 on the wind on starboard tack
 One Sealing Schooner in sight.
 So ends this day.

Wednesday, June 3rd, 1891

This day commenced with thick and rainy weather and very strong wind from Eastward, ship under short sail, middle and later, had the same, two schooners in sight. So ends this day.

Thursday, June 4th, 1891

This day commenced with clear weather and light winds from North East, ship under all sail working to windward, tack and tack, middle and later had the same, at 9-30 A.M. In spoke Belugar. Watch employed ship duty. So ends this day.

Friday, June 5th, 1891

This day commenced with clear weather and moderate wind from North East ship under all sail, steering East South East, middle and later had the same, at 1.30 P.M. In raised whale lowered three boats, at 3 P.M. In face struck taking the whale along side at 4 P.M. Two sails in sight. So ends this day.

End of Page

Saturday, June 6th, 1891

This day commenced with clear weather and light wind, from South, ship under easy sail middle part the same, at 11 A. M. setting ad sail, at 8 P. M. taking in light sails, moderate wind, at 2.30 P. M. started cutting in, finished at 10 P. M. started trying at 11.30 P. M. One sail in sight.

So ends this day.

Sunday, June 7th, 1891

This day commenced with clear weather and moderate wind, from South steering various courses, ship under all sail middle part the same at 8 P. M. taking in all sail Watch employed trying out and stowing down. One sail in sight. So ends this day.

Tuesday, June 8th, 1891

This day commenced with clear weather and light wind, from West, ship under all sail, steering by the wind, middle and later part the same. Finished trying out at 3 P. M.

So ends this day.

Tuesday, June 8, 9th, 1891

This day commenced with clear weather and light wind, from South East ship under all sail, steering North West, middle part the same at 3 P.M. wind from South West, steering South East by East. Watch employed stowing down Bil 91 B.B.B. Three sealing schooners in sight.

So ends this day.

Wednesday, June 8, 10th,

This day commenced with clear weather and light wind from North West, ship under all sail, working to windward tack and back, middle and later part the same. One seal in sight. Watch employed ship duty. So ends this day.

Thursday, June 8, 11th,

This day commenced with clear weather and light wind, from North West ship under all sail, steering North middle part the same at 5-30 P.M. moderate wind from South West steering the same. Two sealing schooners in sight. Watch employed ship duty.

So ends this day.

Friday, June 12th, 1891

This day commenced with clear weather and light wind from South West, ship under all sail, steering North middle and later part the same. Several sailing ships - even one whale boat - were in sight at 8 P. M. spoke John "B" West.
So ends the day.

Saturday, June 13th..

Monday June 13th 1847
This day commenced with
clear weather and light wind
from South, ship under all sail
steering North, North East.
At 2.30 P.M. raised whale
lowered the boat chasing
untill 6 P.M. the whale going
quick to the Eastward. Three
saw in sight.

So ends this day.

Sunday June 8, 1472

This day commenced with clear
 weather and moderate wind from
 Westward, steering East, North
 East, under a Main, at 14th M.
 wind hauling to North West
 suff to on Starboard heading
 South. West by South, at 8 P.M.
 missed land about 6 or 7 m. So ended this day

Monday, June, 15th...

1891

This day commenced with clear weather, and moderate wind from North East, ship under all sail steering West by North, at 6 A.M. We sighted land Montague Island standing in for the land until 8:30 A.M. Then hauling on the wind on board, at 11 A.M. We sighted Ror Island standing in shore until 12:30 P.M. Then tacking ship and standing off shore three sails in sight.

So ends this day.

Tuesday, June, 16th...

This day commenced with clear weather, and light wind from North East, ship under all sail working to windward tack and back, mid-ship and later part the same. Three sails in sight.

So ends this day.

Wednesday, June, 17th...

This day commenced with clear weather and moderate wind from North, North West, ship under all sail steering North East by East, mid-ship and later part the same.

So ends this day.

Thursday, June, 18th., 1891.

This day commenced with clear weather, and moderate wind from North East, ship under all sail, at 4:30 A.M. wind increasing taking in light sails at 9 P.M. settling main top gal-lant sail, working to windward tack and tack at 7 P.M. in sight Mount Elias bearing North about 140 miles off.

So ended this day.

Friday, June, 19th.,

This day commenced with clear weather, and strong wind from North East, ship under moderate sail working to windward middle and later part the same Mount Elias in sight.

So ended this day.

Saturday, June, 20th.,

This day commenced with clear weather and moderate wind from North East, ship under all sail, working windward middle part the same. at 4 P.M. calm. Raised whale at 3 P.M. lowered hook without success, came aboard at 11 P.M. Mount St. Elias bearing North by West, about 60 miles off.

So ended this day.



John C. Smith

Sunday, June 21st, 1891

This day commenced with clear weather, and calm, and light wind from Westward, ship under all sail steering East, later part the same turned S. & E. bearing North about 50 miles off.

So ends this day.

Tuesday, June 22nd,

This day commenced with clear weather, and light air, from North West, ship under all sail, steering East middle and later part the same turned S. & E. bearing North West about 107 miles off, turned S. & W. bearing East, North East, about 57 miles off.

So ends this day.

Wednesday, June 23rd,

This day commenced with clear weather, and light air, from South ship under all sail, steering East middle and later part the same turned S. & W. bearing East about 40 miles off. Watch employed filling cask in the main hold with salt water.

So ends this day.

Wednesday June 24th, 1891

This day commenced with clear weather and light air from South ship working roundward, under all sail, middle and later part the same, at 11 A.M. we raised whales lowered all the boats at 3 P.M. Mr. Peters struck, taking along side at 5 P.M. at 6 P.M. in cutting in throughed at 9 P.M.

It ended this day.

Thursday June 25th, 1891

This day commenced with clear weather and light air from Eastward, ship under all sail, middle and later part the same, at 6 P.M. we raised whales lowered boats at 7 P.M. Mr. Sayre struck, taking along side at 11 P.M. Mount Fairweather North East about 40 miles off.

It ended this day.

Friday June 26th, 1891

This day commenced with rainy weather and moderate wind from South East ship under short sail at 8 A.M. we setting all sail wind increasing taking in sail to lower topsails Fairweather bearing North East about 50 miles off at 3 P.M. we started cutting in, finished at 5:40 P.M. also trying ground.

It ended this day.

Saturday, June 27th, 1891

This day commenced with clear weather and strong wind from South East, ship under easy sail, working up to windward, middle and later part the same. Tying out and lowering down. Found Fair weather bearing North East by East, about 30 miles off. So ends this day.

Sunday, June 28th,

This day commenced with clear weather and strong wind from Eastward, ship under easy sail, middle and later part the same. Tying out, finished at 6-30 P.M. Found Fair weather bearing North East by East about 40 miles off. So ends this day.

Monday, June 29th,

This day commenced with clear weather and light air from Southward ship under all sail, standing to the Eastward, middle and later part the same. Watch employed lowering down 106 B. B. L. One sail in sight.

So ends this day.

Tuesday, June 30th,

1891

This day commenced with clear weather and calm, ship under all sail middle and later part the same. Toward evening weather turning North East about 40 miles off.

So ended this day.

Wednesday, July 1st,

This day commenced with clear weather, and light air from South East, ship under all sail, steering various course, middle and later part the same. One schooner in sight.

So ended this day.

Thursday, July 2nd,

This day commenced with clear weather and strong wind from South East, ship under all sail, steering South West middle and later part the same.

So ended this day.

Friday, July 3rd,

This day commenced with clear weather, and moderate wind from Westward, ship under all sail, working to windward, middle and later part the same.

So ended this day.

Saturday, July, 4th, 1891
 This day commenced with clear weather and strong wind from Westward, ship under moderate sail, working to the North West, middle part the same at 2 P. In wind increasing taking in light sails, at 11 A. In back ship standing to the Southward and Eastward, also back at 5 P. In and at 7:30 P. In. 9 A. In sighted Rose Island bearing East about 40 miles off at 11 A. In sighted Montague Island bearing West about 40 miles off. So ends this day.

Sunday, July, 5th, 1891
 This day commenced with clear weather and strong wind from South West ship under all sail on Starboard Tack, heading South by East at 8 A. In back ship heading West, North West at 3 P. In Tack was in light, at 7:30 P. In back ship. At 4 P. In raised main, large, black, bearing West about 40 miles off. Montague Island bearing North West about 30 miles off. So ends this day.

Thursday, July, 6th, 1891.

This day commenced with clear weather, and light wind from North West, steering South West by South, midday and later had the same. So ended this day.

Friday, July, 7th.

This day commenced with clear weather and moderate wind from West, South West, ship under all sail, steering South by West, at 11 A.M. light air from South West at 12:30 P.M. calm, lowered the fore boat and cod fishing, at 1 P.M. light air from South West, ship on Starboard tack heading South by East at 6 P.M. sighted Kohala Island bearing South West. So ended this day.

Saturday, July, 8th.

This day commenced with clear weather and light air, from South West ship under all sail, heading South by East on Starboard tack, at 10 A.M. in foggy weather clearing up at 2 P.M. sighted Kohala Island bearing North West about 130 miles off. Watch employed breaking out water and cleaning fish.

So ended this day.

Thursday, July, 9th, 1891

This day commenced with clear weather and strong winds, from South East ship under easy sail, on Port Tack, heading South by West, middle part the same, at 6:30 P. M. In taking in upper top sails wind the same.

So ends this day.

Friday, July, 10th.

This day commenced with clear weather, and light wind, from South, South West, ship under all sail, on Starboard Tack, heading South East, middle and later part the same.

So ends this day.

Saturday, July, 11th.

This day commenced with clear weather and light wind from South, ship under all sail, steering West South West, at 11 P. M. Thick and rainy weather, later part the same. Watch employed scraping boards.

So ends this day.

Sunday, July, 12th.

This day commenced with clear weather and light wind from South, ship under all sail, steering West by South, middle and later part the same. So ends this day.

Monday, July, 13th, 1891

This day commenced with clear weather and light air from North West, ship under all sail, steering West South West, middle and later part the same. All hands employed washing line.

So ends this day.

Tuesday, July, 14th

This day commenced with clear weather and moderate wind from South, ship under all sail, steering West by South at 9 A. In thick and rising weather with strong wind, shortening sail down to lower topsail and courses and luffing to the wind in Port Back, middle and later part the same.

So ends this day.

Wednesday, July, 15th

This day commenced with foggy weather and light wind from South ship under all sail, on Port Back heading South, South West at 9 A. In clear weather continued so until 2 P. In than setting in foggy At 3 P. In tacked ship, hauled up courses and let them hang. One sail in sight.

So ends this day.

Thursday, July, 16th, 1891

This day commenced with clear weather and moderate wind, from South East, ship under all sail, steering variable course, at 6 P.M. sighted Schumagin Island at 12:30 P.M. raised anchor, at 3 P.M. dropped anchor off Sandy Point Schumagin Island, in 12 fathoms of water with 60 fathoms cable, sent the boat ashore after letters.

So ends this day.

Friday, July 17th,

This day commenced with clear weather and moderate wind from South, middle and later part the same. The Company employed making Water and bung of provisions.

So ends this day.

Saturday, July, 18th,

This day commenced with clear weather and moderate wind from South West ship laying at anchor middle and later part the same. Drying Bones

So ends this day.

Sunday, July, 19th, 1891

1891

This day commenced with clear weather and calm, ship laying a bower, middle and later part the same. All hands employed bundling bone and taking it ashore, 3779 lbs Bone.

So ends this day.

Monday, July, 20th, 1891

This day commenced with clear weather and calm, at 11 A.M. the bower anchor by steam very light and from South East. Ship under all sail at 12 30 P.M. In calm the boat towing ship about three miles, at 4 30 P.M. the ship's anchor in 25 fathoms of water off Egg Island.

So ends this day.

Tuesday, July, 21st, 1891

This day commenced with clear weather and light airs from South East, bower anchor at 3 30 P.M. In setting all sail, middle part the same, at 4 P.M. the wind from South East by South, ship on Port tack heading East by South. Two Steamers in sight, at 3 30 P.M. In spoke Steam Schooner Louise Olsen bound for San Francisco. Watch employed, putting anchor on board and stowing down cables.

So ends this day.

Wednesday, July 22nd, 1891

This day commenced with light
air from Eastward. Steering South
at 9 A. M. wind from South
South East, ship under all sail
on Starboard tack, at 11 P. M.
calm, watch employed fishing
at 3 P. M. arrived South on
Starboard tack.

So ends this day.

Thursday, July 23rd, 1891

This day commenced with foggy
weather and light air from
Eastward ship under all sail
steering South heavy swell
North East middle and later
part the same.

So ends this day.

Friday, July 24th, 1891

This day commenced with clear
weather and light air from South
West ship under all sail head-
ing West, South West at 8 A. M.
foggy at 4 P. M. in clear weather
and light air from North
East, steering North West by West
at 4:30 P. M. raised Crummeck
Island West by North about
60 miles off at 9 P. M. wind
from South East, steering the same

So ends this day.

Saturday, July, 25th, 1891

This day commenced with clear weather and light air from South East, steering North West by West, ship under all sail at 4 P. In steering variable course to the northward middle part the same at 2 30 P. In evening at 6 P. In light air from North West, ship on Starboard Jack Quinich Island bearing West by North about 10 miles off. Two Steamers, and one Barge in sight. So ended this day.

Sunday, July, 26th,

This day commenced with clear weather and moderate wind from North East steering West, North West, ship under all sail, middle part the same at 5 P. In foggy weather with light air. at 5 30 P. In passed through Oms mack straits. One Barge and two Schooners in sight. So ended this day.

Monday, July, 27th,

This day commenced with clear weather and light air, from South East, steering North West, ship under all sail, middle and later part the same. One ship in sight. So ended this day.

Tuesday, July, 28th, 1891
 This day commenced with foggy
 weather and light wind, from
 South East, steering North West
 ship under all sail, middle
 and later part the same.
 So ends this day.

Friday, July, 29th,
 This day commenced with clear wea-
 ther, and light air with variable winds
 ship under all sail, middle and late,
 and foggy and rainy weather. Seven
 sails in sight, spoke, John, P. West,
 Rainier, and Tilton.
 So ends this day.

Thursday, July, 30th,
 This day commenced with foggy
 weather, ship under all sail, mid-
 dle part the same, later part
 clear weather, seven sails in sight
 So ends this day.

Friday, July, 31st,
 This day commenced with thick and
 rainy weather and moderate winds
 from South East, ship under all
 sail, steering North West, by West
 middle part the same, at 6 P.M.
 taking in all sail suffering
 the wind, five sails in sight
 So ends this day.

Saturday, Aug. 1st, 1891

This day commenced with fresh wind from South, ship under moderate sail, on port tack heading South West, by West, later part thick and foggy weather. Three sail in sight.

So ends this day.

Sunday, Aug. 2nd,

This day commenced with foggy weather and moderate wind from South, ship under moderate sail, steering West, at 8:30 A.M. hauling up course and hauling on the wind, on port tack heading, South, South West, at 1 P.M. calm, breezing up again at 2:30 P.M. from same direction at 4 P.M. clear weather setting course, steering West.

So ends this day.

Tuesday, Aug. 3rd,

This day commenced with foggy and rainy weather, with light wind from North East, steering West, ship under all sail, middle and later part the same, plenty of firtacks and seals.

So ends this day.

Tuesday, Aug. 4th, 1891.

1891.

This day commenced with clear weather and light winds, from West, North West steering East by North middle part the same, at 1:30 P.M. the hauling on the wind, on Red tack heading North, ship under all sail. One sealing schooner in sight. So ends this day.

Wednesday, Aug 5th,

This day commenced with misty weather and light winds from West, South West, ship under all sail, steering North West, middle, and close part the same. So ends this day.

Thursday, Aug 6th,

This day commenced with thick and foggy weather, with light winds from North East, steering North West, ship under all sail middle part the same, at 5 P.M. wearing ship, steering East, South East, with more easterly winds
So ends this day.

Friday, Aug. 7th,

1891

This day commenced with rain,
and foggy weather, with light air
from North East, ship under
all sail, steering South East by
East $\frac{1}{2}$ East, midulls and later
just the same.

So ends this day

Saturday, Aug. 8th,

This day commenced with fog
and light wind, from North
East, ship under all sail, steering
South East, by East $\frac{1}{2}$ East, midulls
and later just the same.

So ends this day

Sunday, Aug. 9th,

This day commenced with clear weather
and light air from North East, ship
under all sail steering by the wind
back and back, at 4 P.M. foggy
wind from North, steering East
at 9 P.M. hauling up wires, at 11 P.M.
hauling a back foreward. One sail
in sight. So ends this day.

Monday, Aug. 10th,

This day commenced with foggy
weather, continued so until 3 P.M.
at 2 P.M. the bracing forward steering
East by South, light wind from South
at 4 P.M. wind from North, steering South
West. One Strainer in sight. So ends this day.

Tuesday, Aug. 11th, 1891.

This day commenced with clear weather and light wind from North West, ship by wind, under all sail. St Paul bearing South East about 20 miles off, midday and later part the same. at 6 A.M. The Man of War Marion boarded ~~over~~ us. At 3-30 P.M. spoke Bessie Herman, one whale this season. So ends this day.

Wednesday, Aug 12th, 1891.

Mr Pease
This day commenced with clear weather, and light wind from West, ship under all sail, steering North East, at 1-30 P.M. raised Right Whales, going East South East, Mr Pease went on, and dived, but did not get fast, at 8-30 P.M. In taking in light sail steering by wind. So ends this day.
Lat 57° 12', Long 167° 38'

Thursday, Aug 13th, 1891.

Mr Pease
This day commenced with clear weather, and light wind from West steering by wind, ship under all sail, at 6 A.M. In raised Right Whales, lowered with our success. Whales going quick to North West. One steamer in sight. So ends this day.
Lat 57° 26', Long 167° 12'

Friday, Aug. 14th, 1891.

This day light wind from North West, ship under all sail, steering by the wind, tack and tack, at 6 P.M. raised whale, towed without success, Spike & Jessie Freeman, 8 Right Whales.

So ends this day.

Saturday, Aug. 15th,

This day commenced with clear weather and moderate wind from Eastward, ship under all sail, at 7 A.M. raised Right Whale caught him in the trawler, took along side at 11:30 A.M. in cutting in finished at 6 P.M. Two sails in sight.

So ends this day.

Sunday, Aug. 16th,

This day commenced with clear weather and moderate wind from North East, steering by wind tack and tack, ship under all sail, middle and later part the same, at 6 P.M. raised Right whale, the trawler struck and sunk him in 60 fathoms of water, layed by the whale with one board alight, two sails in sight.

So ends this day.

Lat 38° 00' Long 167° 38'

Thursday, Aug 20th, 1891

This day commenced with clear weather and strong wind from North East, ship under moderate sail, middle, and later part the same. At 4 P.M. raised Right Whale, lowered without success. Spoke Lytha 4 Whales. So ended this day.

Friday, Aug 21st, 1891

Wormed Pick
This day commenced with clear weather and strong wind, from North East, ship under moderate sail, working to windward, tack and tack. At 4 P.M. raised Right Whale, lowered without success. Lytha at 6 P.M. struck. So ended this day.
Lat $38^{\circ}00'$ Long $166^{\circ}15'$

Saturday, Aug 22nd, 1891

Wormed Pick
This day commenced with clear weather, and strong winds, from North East, ship under moderate sail, steering by the wind, middle wind moderating at 3 P.M. at 5:30 P.M. raised Right Whale, in Pearl struck, taking along side at 11 P.M. commenced cutting finished at 3 P.M. started to dry out. One sail in sight. So ended this day.
Lat

Sunday, Aug. 23rd, 1891.
 This day commenced with clear
 weather and strong wind from
 North East, ship under easy sail
 working to windward, middle and
 late part foggy weather, at 4 P.M.
 spoke Lydia. Watch employed
 trying out, and stowing down
 231 B.B. and 15 gal.
 So ended this day.

Monday, Aug. 24th,
 This day commenced with foggy
 weather and light wind from
 North East, ship under all sail
 working to windward, middle
 and late part the same.
 So ended this day.

Tuesday, Aug. 25th,
 This day commenced with
 clear weather and moderate
 wind from North East, ship
 under all sail, working to
 windward, middle and
 late part the same.
 So ended this day.

Wednesday, Aug. 26th, 1891.

James D. Cook.

This day commenced with clear weather, and light wind, from North West, ship under all sail, steering Southward and Eastward. At 2 P. M. wind moderate. At 1:30 P. M. raised Right Whales. Lowered, Mr. Sayer struck took the whale alongside at 4 P. M. lowered without success. Mr. Macomber struck took the whale alongside at 7 P. M. Lat $58^{\circ}16'$ Long $166^{\circ}17'$. So ended this day.

Thursday, Aug. 27th, 1891.

This day commenced with clear weather, and moderate winds from West, started to cut in at 4 A. M. finished at 9 A. M. setting all sail, working to windward at 10 P. M. wind hauled to North West, steering South, South West, taking in light sail and worked. So ended this day.

Friday, Aug. 28th, 1891.

Mr. Sayer.

This day commenced with clear weather and strong wind from North East, evening breeze, middle and later part the same, ship under moderate sail. At 5:30 A. M. raised Right Whales lowered without success. Two sails in sight. So ended this day.

Saturday, Aug. 29th, 1891.

This day commenced with clear weather, and light wind from Westward, steering by wind on Port Tack, middle and later part the same, ship under all sail. Watch employed trying out.

So ended this day.

Sunday, Aug. 30th.

This day commenced with clear weather and light wind from North West, ship under all sail, steering South South West, middle and later part the same.

So ended this day.

Monday, Aug. 31st.

This day commenced with clear weather, and strong winds from North West. Ship under moderate sail, steering South South West, at 1:30 P.M. raised Right Whale, Mr Pease struck taking along side, at 4 P.M. started to cut in finish keel at 7:30 P.M. Watch employed stowing down 97 B.B.I.

So ended this day

Lat $38^{\circ} 38'$ Long. $168^{\circ} 58'$

George A. Foster.

Sunday, Sept, 1st, 1891.

This day commenced with clear weather, with fog at intervals, and moderate wind, from Westward, ship under moderate sail, working to windward, tack and tuck, middle and later part the same, Tying out, So ended this day.

Wednesday, Sept, 2nd.

This day commenced with clear weather, and moderate wind, from Westward, ship under all sail working to windward, middle and later part the same, Watch employed Tying out. So ended this day.

Thursday, Sept, 3rd.

This day commenced with clear weather, and strong wind, from South East, ship under all sail, steering both North West, at 9 A.M. wind increasing, ship under every sail. at 3 P.M. laying to under main top and topsail and two staysails blowing gale. Watch employed Tying out finished at 8 P.M. also stowing down 89 B.B.L.

Friday, Sept, 4th, 1891.
 This day commenced with thick
 and rainy weather, with gale,
 ship ~~lying~~ under short tack,
 middle and later part the
 same, at 7 A.M. setting fore
 & main, and fore & main.
 So ends this day.

Saturday, Sept, 5th.
 This day commenced with clear wea-
 ther and strong winds, from South
 ship under moderate sail, steer-
 ing West by North at 2 P.M. for
 steering North East by East.
 At 10 P.M. raised Right & Whole
 lowered without success
 Whole going into North East
 So ends this day.

Sat 60°-00' Long 170°-42'

Sunday, Sept, 6th.
 This day commenced with
 clear weather and moderate
 winds, from South, ship under
 all sail, steering North East
 at 10 A.M. light winds with
 fog clearing up at 1130 A.M. for
 steering by wind on South
 and Western Tack, at 6
 P.M. rain.
 So ends this day.

Tuesday, Sept, 7th, 1891.

This day commenced with thick and foggy weather with moderate wind from South, steering West, South West, ship under moderate sail, middle and later part the same. at 7 P.M. taking in all sail.

So ended this day.

Tuesday, Sept, 8th,

This day commenced with rain, and foggy, with strong wind, from South, ship here to under short sail, middle and later part the same.

So ended this day.

Wednesday, Sept, 9th,

This day commenced with thick and foggy weather, and moderate wind from South East, ship under moderate sail, steering South West by South, at 10 A.M. in clear with strong wind, at 7 P.M. taking in all sail, at 10-30 A.M. in raised S. & N. waves barring South by West about 30 miles off.

So ended this day.

Thursday, Sept, 10th, 1891.

This day commenced with clear weather, and moderate wind, from South, ship under all sail, working to windward tack and tack, middle part the same, at 7 P.M. taking in all sail, hove to on port tack, St. Mathew in sight.

So ends this day.

Friday, Sept, 11th, 1891.

This day commenced with clear weather and moderate winds from South, ship under all sail, middle and later part light winds, St. Mathew in sight.

So ends this day.

Saturday, Sept, 12th, 1891.

This day commenced with clear weather, and moderate winds from Westward, ship under all sail, steering South, East by South, at 10 P.M. wind increasing taking in light sails, at 2 P.M. taking in all sail down to fore & top sails and foremast, steering East South East, at 6 P.M. blowing Gale, hove to on port tack under main lower top sail and three stay sails.

So ends this day.

Sunday, Sept, 13th, 1891.

This day commenced with clear weather and moderate wind from North ship under all sail, steering East, South East, middle part the same, at 7 P.M. In taking in all sail, and lay up to, So ended this day.

Monday, Sept, 14th, 1891.

This day commenced with clear weather and moderate wind, from North, ship under all sail, steering East, middle part the same, at 7 P.M. In taking in light sails, Spoke one schooner from Rhode Island for San Francisco. Watch employed bending new sails.

So ended this day.

Tuesday, Sept, 15th, 1891.

This day commenced with clear weather and moderate wind, from North West, steering South East, ship under all sail, middle part the same, at 3 P.M. steering by the wind on Starboard Tack, at 5 P.M. In taking in light sails. At 2.30 P.M. spoke Luffia five Whales, also one other sail in sight.

So ended this day.

Wednesday, Sept 16th, 1894

The day commenced with clear weather and strong wind, from Westward, ship under easy sail, steering South, middle part the same, later part working to windward back and tack. 11 P.M. in raised whale going to Westward quick about 12.30 and 3 P.M. in raised Right Whale going the same. 10.30 P.M. in sighted St George's barriering West by both about 40 miles off. One strange and one vessel in sight. So ended this day.

Sat 56° 14 Long 168° 08'

Thursday, Sept 17th, 1894

This day commenced with clear weather and moderate winds from Westward, ship under all sail, steering West, middle and later part the same. 10.30 P.M. in raised Right Whale, worked at 10.30 P.M. in the Macomber struck taking the Whale along side at 2.30 P.M. started to end in finished at 7.30 P.M. in.

So ended this day.

St George 15 miles off barriering N. to W.

Friday, Sept 18th, 1894

This day commenced with clear weather and strong winds from South East, ship under short sail, middle later part the same. So ended this day.

Saturday, Sept, 19th, 1891.

This day commenced with foggy and rainy weather, with a gale from South West, ship hoisted on port tack, middle and later part the same, Watch employed trying out. So ended this day.

Sunday, Sept, 20th,

This day commenced with clear weather, and gale from South West, middle and later part the same. Watch employed trying out. So ended this day.

Tuesday, Sept, 21st, 1891.

This day commenced with clear weather and moderate winds from South West, ship on port tack, under moderate sail, middle and later part the same, at 5 P.M. taking in all sail. Watch employed ~~by~~ stowing down, 145 BBLs. So ended this day.

Tuesday, Sept. 23rd, 1896

This day commenced with clear weather and calm, at 10 A. In light winds, from North West, ship under all sail, steering South by East part the same, at 7 P. Taking in all sail, hove to on port tack. So ended this day.

Wednesday, Sept. 23rd, 1896

This day commenced with clear weather, and moderate wind from North West, ship under all sail steering South by West, middle and later part the same, at 7 P. In taking in all sail, at 9 A. In raised St George bearing South by East, about 30 miles off, at 7 P. by about 10 miles off, at 5 P. In S Inanauar Inogan barbed us. So ended this day.

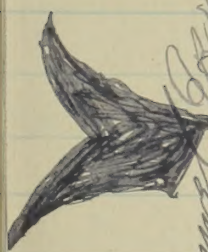
Thursday, Sept. 24th, 1896

This day commenced with clear weather and moderate and variable winds middle and later part the same, St George in sight bearing North East. At 1 P. In raised Right Whale lowered, but Peter duck, out from the Whale at 6 P. M.

So ended this day.

St George bearing North 12 miles N. E.

Warranted



Friday, Sept, 25th, 1891

This day commenced with clear weather, and moderate and variable winds, middle and later part the same, with squalls at 6 P. In taking in all sail at 9-30 A. In, vessel Right Whale chased after him with ship, lowered at 3 P. In, two Peter's sharks were chased. One sail in sight.

So ended this day.

St George bearing N. by W. 12 miles dist.

Saturday, Sept, 26th.

This day commenced with clear weather, and moderate winds from North West ship under all sail, steering South East, middle and later part the same, at 4 P. In spoke Stambol five Whales. St George bearing North West by North, about 30 miles off.

So ended this day.

Sunday, Sept, 27th.

This day commenced with clear weather, and light wind from North East, and variable a point or two, ship under all sail, steering North West by North, middle and later part the same. Two sails in sight. St George North, bearing about 16 miles off. sighted St Paul at 3 P. In taking North West by West.

So ended this day.

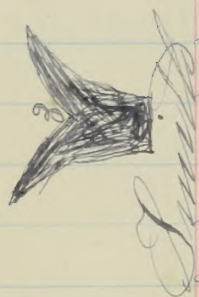
Monday, Sept, 28th, 1891.
 This day commenced with clear weather, and gale, from South West, ship under three staysails, hove to on port tack, middle and later part the same.
 So ends this day.

Tuesday, Sept, 29th,
 This day commenced with clear weather, and gale, from South East, under three staysails, hove to on port tack, middle part the same, at 3 P. M. wind from North West.
 So ends this day.

Wednesday, Sept 30th,
 This day commenced with clear weather, and strong winds, from North West, ship under all sail, steering East by South, at 9 A. M. steering East, South East, later part the same, at 7 P. M. taking in all sail, hove to on Star board tack. At 9 A. M. St Paul in sight, at 2 P. M. St George in sight.
 So ends this day.
 One sail in sight.

Thursday, Oct. 12th,

1891



This day commenced with misty weather with strong winds from South East, ship under easy standing to Southward, middle part the same, at 3 P. M. thick and rainy weather, and strong winds backing in all sails down to three staysails, at 1 P. M. raised Right Whale, lowered down the hook, the Pease struck Whale taking out about 20 fathoms, Ions lowered, also raised another heaving, at 4 P. M. lowered without success.

So ends this day
Lat 36° 14'

Friday, Oct. 24th,

This day commenced with rainy weather and gale from East, ship hove to under three staysails, on port tack, middle part the same, at 2 P. M. Ions and Pease hove to. So ends this day.

Saturday, Oct. 30th,

This day Gale continued all day from South West with very heavy swell ship hove to under three staysails on port tack.

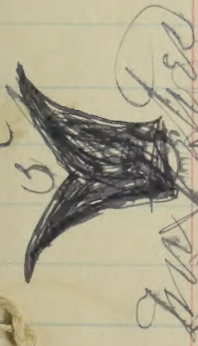
So ends this day.

Sunday, Oct, 4th, 1891
 This day Gale, from South West,
 with very heavy swell, ship under
 two's' top sail and three stay-
 sail continued so all day.
 So ended this day.

Monday, Oct, 5th,
 This day moderate Gale from
 Westward, with heavy swell from
 South West, ship under lower top
 sail, continued so all day.
 Watch employed receiving new
 main keels.
 So ended this day.

Tuesday, Oct, 6th,
 This day moderate Gale from West-
 ward with heavy swell, ship under
 two's' top sail and three stay sails
 continued so all day.
 So ended this day.

Wednesday, Oct, 7th,
 This day commenced with
 clear weather, and light wind
 from South West, ship under
 all sail standing to North,
 and West, spoke the *Sepia*
 she struck, We also lowered
 without success at 7 P. M. for
 taking in all sail.
 So ended this day



Thursday, Oct. 8th., 1891.

This day commenced with clear weather, and moderate winds, from South. Ship under all sail, work to windward tack and tack, middle and later part. The same, at 7 P.M. taking in all sail. At 4 P.M. Capt Fisher and boat crew went aboard Sylvia and got to head line, from the whale that the Sylvia caught. The both ships were made for the day. So ends this day.

Friday, Oct. 9th.,

Sail maker
This day commenced with clear weather, and moderate winds from South. Ship under all sail working windward tack and tack, middle and later part. The same. At 9 P.M. Raised Wigh Whales lowered without success, at 3 P.M. lowered for Vases went in, but were missed. At 1 P.M. taking in all sail. The sail in sight. So ends this day.

Lat $56^{\circ}15'$ Long $167^{\circ}38'$

Saturday Oct, 10th., 1891.

This day commenced with clear weather and light winds from South East, ship under all sail middle and moderate wind later part the same at 7 P.M. taking in all sail. At 10 P.M. hoisted Right Whales lowered without success. So ends this day.

Sunday Oct, 11th.,

This day commenced with clear weather and strong winds from Eastward, ship under moderate sail working to windward back and forth middle and later part the same. At 5 P.M. taking in all sail. So ends this day.

Monday, Oct, 12th.,

This day commenced with clear weather and moderate winds, from North. Ship under all sail steering East South East, middle and later part by wind at 6 P.M. taking in all sail. At 10 P.M. hoisted Right Whales, lowered without success. So ends this day.
Lat, 52° 00'
Long,

Tuesday, Oct. 13th, 1891.

This day commenced with clear weather and strong winds from North West, ship under short sail middle and later part the same. So ends this day.

Wednesday, Oct. 14th,

This day commenced with clear weather and gale from North West, ship had to under main top sail and three staysails, middle and later part the same. So ends this day.

Thursday, Oct. 15th,

This day commenced with clear weather and strong winds from North West, ship under easy sail steering East, North East middle part the same, at 5 P. In taking in all sail. Raised Right Whale at 2 P. In lowered the Base Duck taking along side at 4 P. In Whale lay on side all night.

So ends this day
Lat 33°-59.

Friday, Oct. 16th, 1891.

This day commenced with clear weather, and moderate wind from W to West, ship under short sail, at 11:30 A.M. In setting sail at 3:30 P.M. Taking in again at 11 P.M. In Raised Right Whale, lowered for haulage struck, taking the Whale along side at 3 P.M. In took the head in leaving body along side, finished cutting the Bale Whale at 11 P.M. In. So ends this day.
Lat 56°-12

Saturday, Oct. 17th, 1891.

This day commenced with clear weather, and moderate wind from Eastward, ship hove to on Starboard tack, middle part the same, at 11 P.M. In setting sail at 2 P.M. In under short sail. At 6 P.M. In started to cut, finished at 10 P.M. In. Raised Right Whale lowered for haulage struck, taking along side at 1:30 P.M. In. also took the head in, leaving body along side, started running out at 1 P.M. In. So ends this day.
Lat 33°-36' Long 167°-18'

Sunday Oct, 18th, 1891.

This day commenced with clear weather and strong winds from Eastward, ship under short sail, middle and later part moderate winds. At 8 P.M. started to cut in fine-herd at 11 P.M. also trying out.

So ended this day.

Tuesday, Oct, 19th.

This day commenced with clear weather and moderate winds, from North East, ship under short sail, heading on Starboard Tack, middle and later part the same. All hands employed trying out, breaking out after Watch and stowing down. Cooper setting up cask.

So ended this day.

Wednesday, Oct, 20th.

This day commenced with clear weather, and a gale from North East, ship under main & fore sail, middle and later part the same. Watch employed trying out and stowing down. One sail in sight.

So ended this day.

Wednesday Oct 21st 1891
 This day commenced with clear
 weather and gale, from North
 East, ship under main & sail
 on Port tack, middle and later
 part the same, Watch employed
 trying out.

So ends this day.

Thursday, Oct 22nd,
 This day commenced with clear
 weather and moderate wind from
 North, ship under easy sail on
 Starboard tack, middle and
 later part the same, Watch
 employed trying out, and
 stowing down.

So ends this,

Friday, Oct 23rd,
 This day commenced with clear
 weather, and moderate wind from
 Westward, ship under short sail
 standing on Starboard tack
 at 1 P.M. In setting May in the
 sail, steering with four
 for 12 hours, later part the
 same. Watch employed
 trying out, finished at
 1 P.M. In also stowing down
 So ends this day.

Saturday, Oct. 24th, 1891

This day commenced with clear weather, and moderate wind, from Westward, ship under all sail, steering South, middle part the same, at 3 P.M. passed through the strait, steering South East by East, Watch employed stowing down Oil and Water in the between deck, and taking in bow board, So ends this day.

B.B.I., 401.

Sunday, Oct. 25th,

This day commenced with clear weather, and light variable winds, ship under all sail, steering South East by South, at 4 P.M. steering East, by South, later part the same. So ends this day.

Tuesday, Oct. 26th,

This day commenced with thick weather, and strong winds, from South, ship under all sail, steering South by East, at 9 P.M. the wind from South, South East, ship on starboard tack, heading East by North, wind increasing taking light sails later part the same.

So ends this day.

Tuesday, Oct, 27th, 1891
 This day commenced with thick
 and rainy weather, and strong
 winds from South East, ship
 under moderate sail on Star-
 board tack, heading East
 North East, middle, and later
 part the same.
 So ended this day.

Wednesday, Oct 28th,
 This day commenced with clear wea-
 ther, and light winds from West
 with heavy swell from South
 West, ship under all sail steer-
 ing East by South, at 9 A.M. the
 wind increasing to moder-
 ate wind, ship sailing at the
 rate of 9 miles a hour, later
 part the same. Watch em-
 ployed scraping, bore.
 So ended this day.
 Lat $49^{\circ} 22'$
 Long $157^{\circ} 42'$

Thursday, Oct, 29th, 1891.

This day commenced with clear weather and strong wind from Westward ship under all sail, steering East by South, middle and later part the same. Watch employed scraping bone until 11 P.M.

So ends this day.

Friday, Oct, 30th.

This day commenced with misty weather, and gale from South East, continued so until 4 P.M. Then light wind from South, with heavy swell from South East setting in, steering East by South.

So ends this day.

Saturday, Oct, 31st.

This day commenced with clear weather, and moderate wind from North East, ship under all sail on Port Tack, heading East, South East, middle part the same, later part calm with heavy swell from Westward. Watch employed scraping bone finished at 4 P.M.

So ends this day.

Sunday, Nov. 1st, 1891.

1891.

This day commenced with clear weather, with rain and wind squalls at intervals, wind very strong, from Westward, ship under moderate sail, steering East by South going about 10 miles and hour, middle and later part the same.
So ends this day.

Monday, Nov. 2nd, 1891.

This day commenced with clear weather, with rain squalls at intervals, and strong wind from Westward, ship under all sail with exception of Royal, middle part the same, later part wind more moderate, steering East by South.
So ends this day.

Tuesday, Nov. 3rd, 1891.

This day commenced with thick and rainy weather, and strong and variable wind from South East to South West and 7 P.M. in wind from Westward, ship under all sail with exception of Royal, steering East by South middle and later part the same. Our sail in sight Briggs.
So ends this day.

Wednesday, Nov. 4th, 1891.

This day commenced with clear weather, and moderate winds, from Westward, ship under all sail, steering East by South, middle and later part the same, Watch employed scraping mast, putting out bow boat, and putting fire on deck.

So ends this day.

Thursday, Nov. 5th,

This day commenced with clear weather, and moderate winds, from South, ship under moderate sail, steering East $\frac{1}{2}$ South, middle and later part the same. Watch employed washing bows.

So ends this day.

Friday, Nov. 6th,

This day commenced with clear weather, and light winds, from South, ship under moderate sail, steering East $\frac{1}{2}$ South, middle and later part the same. Watch employed washing bows, finished at 2 P. M.

So ends this day.

Saturday Nov, 1891

April 29th Friday 1892

See Right Whale Lot 54-37

~~See Staff~~ Song 147-45

Mr Will got him.

~~see~~

July 4th Wednesday

See 6 Right Whales Lot 54-19

Song, 148-00.

$$\begin{array}{r}
 45 \overline{) 21000} \quad 470 \quad 5410 \\
 \underline{180} \\
 300 \\
 \underline{300} \\
 0
 \end{array}$$

$$\begin{array}{r}
 600 \\
 18 \\
 \hline
 4800 \\
 6600 \\
 \hline
 10800 \\
 3000 \\
 \hline
 13800 \\
 7500 \\
 \hline
 21300
 \end{array}$$

$$\begin{array}{r}
 10 \\
 300 \quad 2500 \\
 \hline
 3000 \quad 7500
 \end{array}$$

$$\begin{array}{r}
 45 \overline{) 21800} \quad 475 \\
 \underline{180} \\
 380 \\
 \underline{315} \\
 650
 \end{array}$$

$$\begin{array}{r}
 45 \overline{) 23000} \quad 511 \\
 \underline{125} \\
 1050 \\
 \underline{900} \\
 1500
 \end{array}$$

$$\begin{array}{r}
 275 \\
 120 \\
 120 \\
 100 \\
 \hline
 620
 \end{array}$$

SS

Milk	22	cans	
Apples	6	"	
String Beans	8	"	
Soup & Bouilli	3	"	
Oysters	3	"	
Vanilla	2	"	
Papier Sauce	5	"	
Tomatoes	4	"	
Coffee	1	"	50 lbs
Salmon	2	doz	
Tobacco	4		28 lbs
Sugar	225	lbs	
Mustard	4	cans	
Sage	10	"	
Soap	1/2	Box	
Coffee	3	sacks	
Tea	2 1/2	Box and 1 Bag	
Corn Brooms	14		
Cayenne	3	"	

